

AMENDMENTS TO THE CLAIMS

Cancel Claims 21-37 submitted on August 16, 2005, and add new claims as follows:

38. (New) A four wheel drive assembly for a vehicle having two pairs of wheels comprising a torque transfer assembly which receives torque and which has a first mode of operation in which said torque transfer assembly selectively increases torque to a slower pair of wheels upon an occurrence of a sensed slip condition, and which assembly further includes a preemptive mode of operation which occurs only after the first mode of operation has occurred, and in which preemptive mode the torque transfer assembly increases torque to a slower pair of wheels after determining that a slip condition is likely to occur on the basis of a speed of the vehicle and a position of one of an accelerator member and an engine throttle plate.
39. (New) The four wheel drive assembly of Claim 38 wherein said preemptive mode terminates after a certain period of time shall have elapsed without an occurrence of a sensed slip condition.
40. (New) The four wheel drive assembly of Claim 39 wherein said certain period of time comprises about thirty seconds.
41. (New) The four wheel drive assembly of Claim 40 wherein said preemptive mode again occurs upon a sensed occurrence of a slip condition after said certain period of time.

42. (New) The four wheel drive assembly of Claim 38 wherein said preemptive mode terminates upon an attainment of a certain vehicular speed and an attainment of a certain value for a predetermined attribute.

43. (New) The four wheel drive assembly of Claim 42 wherein said certain vehicular speed comprises a speed of about twenty-five kilometers per hour.

44. (New) The four wheel drive assembly of Claim 43 wherein said predetermined attribute comprises a difference in a speed of a first axle and a speed of a second axle.

45. (New) The four wheel drive assembly of Claim 44 wherein said certain value comprises about two kilometers per hour.

46. (New) A four wheel drive assembly for a vehicle having two pairs of wheels comprising a torque transfer assembly; and a controller which is coupled to said torque transfer assembly and which senses the wheels being on a surface having a low coefficient of friction, and which controller increases torque to a slower pair of wheels upon a sensed slip condition after the presence of said surface is sensed.

47. (New) The four wheel drive assembly of Claim 46 wherein a preemptive slip control mode of operation, in which the torque transfer assembly increases torque to a slower pair of wheels after determining that a slip condition is likely to occur on the basis of a speed of the vehicle and a position of one of an accelerator member and an engine throttle plate, ceases upon an occurrence of a predetermined condition.

48. (New) The four wheel drive assembly of Claim 47 wherein said predetermined condition comprises a certain vehicular speed in combination with a certain wheel speed value.

49. (New) The four wheel drive assembly of Claim 48 wherein said certain vehicular speed comprises about twenty-five kilometers per hour.

50. (New) The four wheel drive assembly of Claim 49 wherein said certain wheel speed value comprises a difference between a speed of at least one front wheel and a speed of at least one rear wheel.

51. (New) The four wheel drive assembly of Claim 50 wherein said difference comprises less than about two kilometers per hour.

52. (New) The four wheel drive assembly of Claim 51 wherein said preemptive mode terminates after a certain period of time.

53. (New) The four wheel drive assembly of Claim 52 wherein said certain period of time comprises about thirty seconds.

Respectfully submitted,



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